

Message Text

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PAGE 01 STATE 123341

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FOLLOWING TEL SENT ACTION IMMEDIATE MOSCOW FROM STATE 23 JUNE
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SUBJ: FACT SHEET ON CIVIL AVIATION PROTOCOL

TEXT OF FACT SHEET ON CIVIL AVIATION PROTOCOL FOLLOWS:

QUOTE

FACT SHEET

US- USSR AGREEMENT TO EXPAND AIR SERVICES

BACKGROUND

TODAY' S AGREEMENT ON THE EXPANSION OF AIR SERVICES
BETWEEN THE UNITED STATES AND THE UNION OF SOVIET
SOCIALIST REPUBLICS IS THE FRUIT OF NEGOTIATIONS WHICH
BEGAN ON MAY 23 THIS YEAR AND WERE JUST RECENTLY CON-
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PAGE 02 STATE 123341

CLUDED. THE FORM OF THE AGREEMENT IS AN AMENDMENT TO THE BILATERAL CIVIL AIR TRANSPORT AGREEMENT BETWEEN THE TWO COUNTRIES, WHICH WAS ORIGINALLY SIGNED IN WASHINGTON ON NOVEMBER 4, 1966. ON THE BASIS OF THAT AGREEMENT, AIR SERVICES BETWEEN MOSCOW AND NEW YORK

WERE INAUGURATED BY PAN AMERICAN WORLD AIRWAYS AND AEROFLOT DURING THE SUMMER OF 1968. IN THE SPRING OF 1972, A MINOR EXPANSION OF THESE SERVICES WAS AGREED UPON, BUT THE BASIC LEVEL OF TWO FREQUENCIES PER WEEK PER AIRLINE, LIMITED TO SERVICE BETWEEN NEW YORK AND MOSCOW, WAS MAINTAINED.

AS THE RESULT OF THE GROWTH IN AIR TRAVEL BETWEEN THE TWO COUNTRIES, AND IN ANTICIPATION OF AN INCREASING TREND IN THIS AREA, IT WAS RECENTLY AGREED TO CONSIDER THE POSSIBILITY OF PROVIDING FOR AN EXPANSION IN THE SERVICES WHICH THE US AND SOVIET DESIGNATED AIRLINES COULD OFFER. THESE NEGOTIATIONS LED TO THE PROTOCOL WHICH WAS SIGNED TODAY.

MAJOR PROVISIONS OF THE AGREEMENT

TAKING THE FORM OF A REVISED ANNEX TO THE CIVIL AIR TRANSPORT AGREEMENT, THE ACCORD WHICH THE TWO SIDES HAVE REACHED PROVIDES FOR:

-- THE EXCHANGE OF LANDING RIGHTS AT WASHINGTON FOR THE SOVIET DESIGNATED AIRLINE, AEROFLOT, AND AT LENINGRAD FOR THE US DESIGNATED AIRLINE, PAN AMERICAN. AEROFLOT IS THUS AFFORDED THE POSSIBILITY OF SERVING WASHINGTON FROM MOSCOW IN ADDITION TO ITS PRESENT MOSCOW-NEW YORK SERVICE, AND PAN AMERICAN WILL BE ABLE TO SERVE LENINGRAD FROM NEW YORK IN ADDITION TO ITS EXISTING NEW YORK- MOSCOW SERVICE.

-- AN INCREASE IN THE LEVEL OF FREQUENCIES WHICH EACH AIRLINE MAY OPERATE, EFFECTIVE APRIL 1, 1974. AT THAT TIME, EITHER OR BOTH PAN AMERICAN AND AEROFLOT MAY EXPAND ITS OPERATION FROM TWO TO THREE FREQUENCIES PER WEEK. DURING THE WINTER SEASON 1974/75, THE
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PAGE 03 STATE 123341

LEVEL OF SERVICES WOULD REVERT TO TWO PER WEEK, WITH THE FREQUENCIES TO BE PROVIDED IN SUBSEQUENT SEASONS TO BE THE SUBJECT OF LATER AGREEMENT.

-- THE ADDITION OF OTHER INTERMEDIATE POINTS IN EUROPE TO THE ROUTES OF THE AIRLINES OF BOTH COUNTRIES.

-- THE ADDITION OF A PROVISION WHICH PERMITS
EITHER AIRLINE TO CHANGE, AT AN INTERMEDIATE POINT,
THE SIZE OF AIRCRAFT IT OPERATES IN SERVICE BETWEEN
THE TWO COUNTRIES. THIS IS THE STANDARD " CHANGE OF
GAUGE" PROVISION, AND WOULD MAKE POSSIBLE, FOR
EXAMPLE, THE USE OF A WIDE- BODIED JET BY THE US

AIRLINE BETWEEN THE UNITED STATES AND A EUROPEAN
INTERMEDIATE POINT, WITH A STANDARD JET BEING USED
ON THE REMAINDER OF THE FLIGHT.

CHARTER FLIGHTS

THE SUBJECT OF CHARTER FLIGHTS BY AIRLINES OF
BOTH COUNTRIES WAS DISCUSSED BETWEEN THE US AND
SOVIET DELEGATIONS DURING THE NEGOTIATIONS. THE
TWO DELEGATIONS AGREED TO FACILITATE CHARTER FLIGHTS
BY THE AIRLINES OF BOTH COUNTRIES BETWEEN ONE COUNTRY
AND INTERNATIONAL AIRPORTS IN THE OTHER COUNTRY.
US AIRLINES WILL THUS BE ABLE TO CONSIDER CHARTER
FLIGHT PROGRAMS BETWEEN THE UNITED STATES AND MOSCOW,
LENINGRAD, KIEV, TASHKENT, ODESSA, AND KHABAROVSK.

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